seattle bicycle master plan • • •

Council Transportation Committee
May 31, 2013

Purpose of Briefing

- Review Council direction on the Bicycle Master Plan (BMP) update

- City-wide "all ages and abilities" bicycle network map

- Summary of Draft BMP document

- Highlight key issues

- Next steps

Context: Council Briefings

Last Council briefing was February 12:

- Reviewed process for developing first draft of BMP network plan map

- Summarized public comments received on the draft map

- Discussed key issues identified in public review to date

Work since last briefing has focused on preparing draft plan for public review
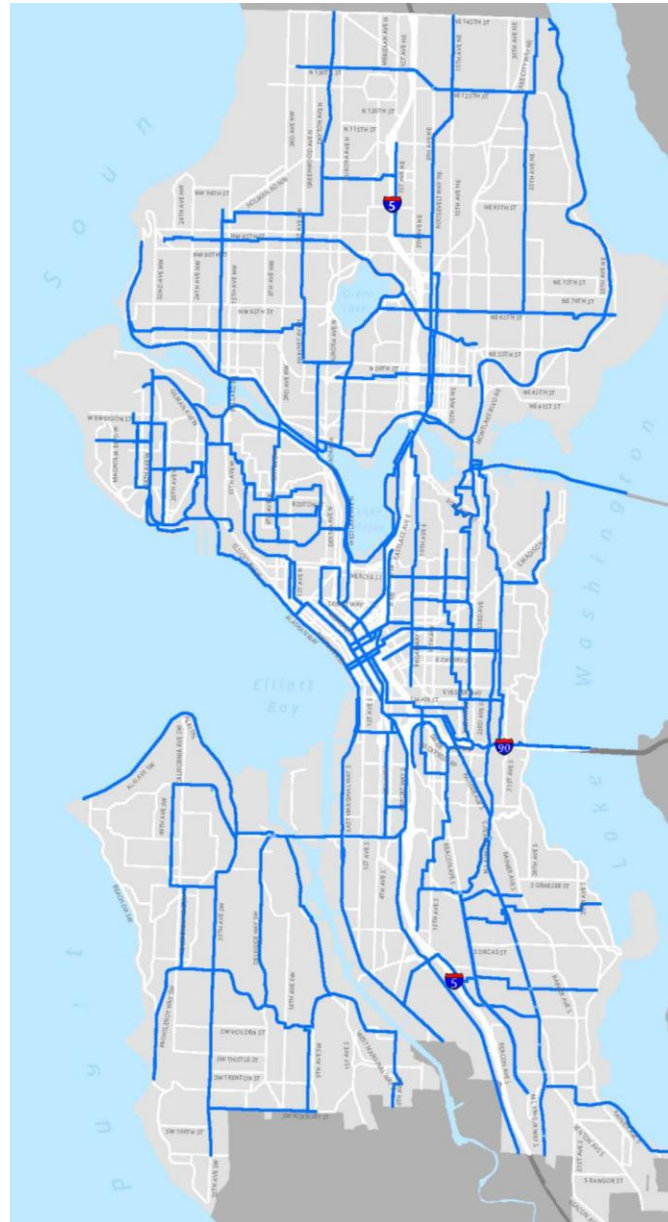
Council Direction

Council direction on scope of work:

- Incorporate neighborhood greenways and separated facilities (cycle tracks)

- Review NACTO and other best practices

- Establish prioritization framework for future bicycle investments

"All Ages and Abilities" Network Map

BMP Draft Plan Outline

Chapter Title
Executive Summary (Community Guide for Draft)
Introduction
State of the Seattle Bicycling Environment
Policy Framework
Bicycle Facilities Network
End-of-Trip Facilities
Programs
Governance
Funding Sources and Strategies
Appendices

Vision statement:

Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities.

Policy Framework: Goals

1. **Ridership – Increase the amount and mode share of bicycle riding in Seattle for all trip purposes.**

2. **Safety – Improve safety for bicycle riders in Seattle.**

3. **Connectivity – Create a high-quality bicycle network that connects to places people want to go and provides a time-competitive travel option.**

4. **Equity – Improve bicycle riding for all through equity in public engagement, program delivery, and capital investments.**

5. **Livability –Build vibrant communities by creating a welcoming environment for bicycle riding.**

Policy Framework: Performance Measures

Goal	Performance Measure	Target
Ridership	• Bicycle Counts	• Triple ridership between 2013 and 2030
Safety	• Collision rate	• Reduce collision rate by half (50%) between 2013 and 2030
Connectivity	• Percent network completion	• Full system completion by 2035
Equity	• Areas lacking bicycle facilities	• No parts of the City lacking bicycle facilities by 2030
Livability	• Percentage of households within ¼ mile of a bicycle facility	• 100% of households in Seattle within ¼ mile of a bicycle facility by 2035

Policy Framework: Performance Measures

Goal	Performance Measure	Desired Trend
Ridership	• Mode share	• Increase
Safety	• Number of serious accidents/fatalities	• Decrease
Connectivity	• Key travel sheds completed	• Increase
Equity	• Percentage of females/non-whites who ride regularly	• Increase
Livability	• Number of bike racks and on-street bike corrals • Self-reported physical activity	• Increase

Bicycle Network Plan Map

Map refinements made since February:

Developed "Citywide Network":
- "All ages and abilities" bicycle facilities that connect key destination clusters

- Comprised of cycle tracks, multi-use trails and neighborhood greenways

Local Connections:
- Bicycle facilities that connect to the citywide network or serve local destinations

- Comprised of neighborhood greenways, bike lanes, buffered bike lanes, shared lanes

Bicycle Facility Toolkit

Visual Glossary:

- – Simple, clear illustrations
- – Brief description and purpose
- – Bicycle facilities, intersection treatments, multi-use trail crossings, signage, bicycle parking
- – Not intended to be detailed design standards

Network Plan Map: Multi-modal Corridors

- Multi-modal corridors are where a proposed bicycle facility is on the same street as:

  - A priority transit corridor
  - Major Truck Street
  - Other priority corridors

- A multi-modal corridor decision making process is necessary

Prioritization Framework

Rank projects using quantitative criteria based on the 5 goals:

- Safety
    - Bicycle collision history
    - Travel speeds and ADT
- Equity
    - Historically underserved populations
- Ridership
    - Connections to clusters of key destinations
    - Connections to areas of higher density
- Livability
    - Facility type will serve greatest number of riders
    - Health benefit
- Connectivity
    - Facility will remove a barrier
    - Facility will make a connection to extend network

End-of-Trip Facilities

- Visual guide for bike parking

- Bike Spot Improvement Program

  - Create policy prioritizing installation of racks and on-street corrals
  - Develop symbol and branding for bicycle parking

- Seattle Municipal Code changes

End-of-Trip Facilities (cont.)

- Temporary (event) parking

- Bicycle parking at transit stations
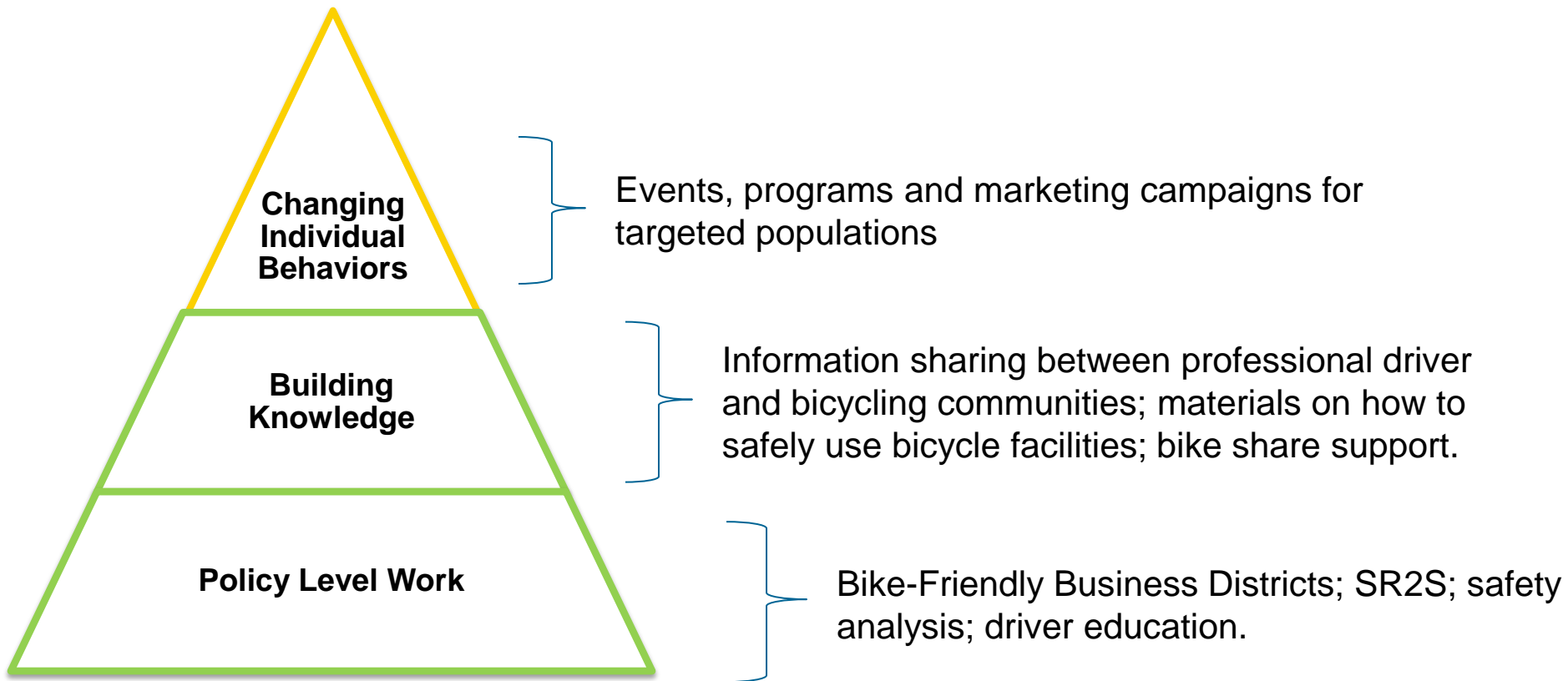
- Abandoned bicycles

- Parking demand in public ROW

Programming

- Public-facing programs that make bicycling easier and safer

Changing Individual Behaviors — Events, programs and marketing campaigns for targeted populations

Building Knowledge — Information sharing between professional driver and bicycling communities; materials on how to safely use bicycle facilities; bike share support.

Policy Level Work — Bike-Friendly Business Districts; SR2S; safety analysis; driver education.

Programming Prioritization & Evaluation

- Implementation prioritization: safety-related efforts, public input, SDOT input

- Program Evaluation
  - Largely based on performance measures
  - Programs within Changing Individual Behaviors could include other measures:
    - Program satisfaction surveys
    - Self-reported behaviors
    - Observed behaviors
    - Process evaluations

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Changing Individual Behaviors

Building Knowledge

Policy Level Work
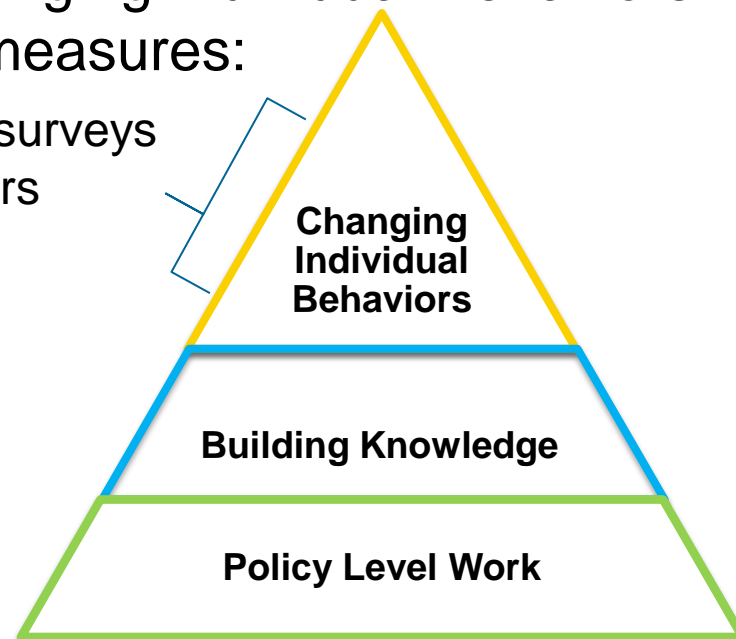
Governance

- New SDOT implementation actions

- Coordination with other City departments

- Coordination with other partners

- Maintenance:

  - Maintain facilities to an acceptable standard
  - Encourage use of materials that extend life-cycle of bicycle facilities
  - Include maintenance costs and procedures in all projects
  - Encourage bicyclists to report maintenance complaints and requests to the "Bike Spot Improvement" program

Funding

- Funding needed for all plan elements

- Multi-pronged Funding Approach:
  - BTG funds
  - General Fund
  - Capital Improvement Program (CIP)
  - Multi-modal corridor projects
  - AAC projects
  - Grants
  - Partnerships

- Need for early project development

- Tie funding to Prioritization Framework

BMP Update Next Steps

- Draft Plan released June 5

- Public engagement phase 3: June - July
  - June 5 City Hall Open House

  - June 6 Online Lunch & Learn

  - June 12 South Seattle Open House (Columbia City Library)

  - June 13 North Seattle Open House (Roosevelt High School)

  - Other community meetings likely in June and early/mid July

- SDOT will make revisions to draft plan following public comments